2006

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 123

City of Petersburg

Information in this report is included in Report

26

(Dinwiddie County)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
600	Secondary Route	

Special Routes

Bus	Bus - Business Route	
[29]	Bypas - Bypass Route	
	Truck - Truck Route	
ALT	ALT - Alternate Route	
(220)	Wye - Wye Route connector	
~~~		

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

		City	of Petersb	urq												
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
redice	- Cancardion	Longar	,,,,,	٠,,,		Duo	2Axle	3+Axle	1Trail	2Trail		Factor	٠,,	Factor	701110	α
Bus	From:		CL Petersbur													_
1 460 Washington St	City of Petersbur	rg 0.40	13000	G	98%	0%	1%	1%	1%	0%	F	0.09	F	0.569	14000	G
Bus	To- From:		Summit St													
1 (460) Washington St	City of Petersbur	rg 0.18	14000	G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.556	14000	G
$\hookrightarrow$	Tax		Elm St													
Bus 1 (460) Washington St	City of Petersbur	ırg 0.57	16000	G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.506	17000	G
(1) (460) Washington St	To:	<u> </u>	1 Par; Wythe		01 70	170		170	170	070	·	0.000	•	0.000	17000	Ū
Bus	From:	US 1 Par, Wasl			Lane											
1) (460) Wythe St	City of Petersbur	rg 1.08	8700	G	97%	1%	1%	1%	1%	0%	С	0.082	F		9500	G
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	18000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
	To:		Perry St													
Bus 1 (460) Wythe St	City of Petersbur	rg 0.15	9800	G	97%	1%	1%	1%	1%	0%	F	0.088	F		11000	G
1 460 Wylfie St	Combined Traffic Estimates for 2 Parallel R	•		G	96%	1%	1%	1%	1%	0%	F	NA	•		22000	G
	To Take Desirated For E1 drainer to				0070	170		170	170	070	·				22000	Ŭ
Bus	From:	SR	36 Market S	it												
1 (460) (36) Wythe St	City of Petersbur	rg 0.20	10000	G	97%	1%	1%	1%	1%	0%	F	0.094	F		11000	G
ALT Bus	To: From:	ALT U	S 301 Sycam	ore St												
1 (301) (460) (36) Wythe St	City of Petersbur	rg 0.20	13000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		14000	G
1) (601) (400) (60)	Combined Traffic Estimates for 2 Parallel R	J	28000	G	96%	1%	2%	1%	1%	0%	F	NA			31000	G
	To:		S 460 Jefferso													
ALT	From:		JS 460 Wythe													
1 (301) Jefferson St	City of Petersbur	o.09	3100	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.756	3400	G
ALT	Ta: From:	Bus US 46	60 Par, Washi	ington S	St											
1 301 Jefferson St	City of Petersbur	rg 0.26	660	G	97%	1%	1%	1%	1%	0%	F	0.104	F	0.734	720	G
$\bigcirc$	Tæ		Henry St													
ALT 2nd Chroat	From:	0.05	350	_	070/	1%	40/	40/	1%	00/	F	0.404	_		200	_
1 301 3rd Street	City of Petersbur	rg 0.05	350	G	97%	1%	1%	1%	1%	0%	г	0.131	F		380	G
ALT	To: From:	US 3	01 Par, Bank	St												
1 301 3rd Street	City of Petersbur	rg 0.05	360	G	97%	1%	1%	1%	1%	0%	F	0.102	F		390	G
	To	US 30	1 Bollingbroo	ok St												
ALT _	From:		1; 3RD STR													
1 (301)(301)(36) Bollingbro	ook St City of Petersbur	rg 0.08	3800	G	97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4200	G
<del></del>	To: From:	US 1 Par; US	301 Par; Bol	lingbro	ok St											
1)(301)2nd Street	City of Petersbur	U	13000	F	99%	0%	0%	0%	0%	0%	F	0.111	F	0.694	13000	F
<u> </u>	To:	SCL	Colonial Heig	ghts												
Bus	From:		the St Batters													
(1) (460) Washington St	City of Petersbur	•	9800	G	96%	1%	1%	1%	1%	0%	F	0.101	F		11000	G
<b>₩</b>	Combined Traffic Estimates for 2 Parallel R		18000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
	To	123	-9025 West S	St												

### 2006 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

		City	of Peters	burq												
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus			ıck		QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor	٠.٠	Factor		<u> </u>
Bus	From:		8-9025 Wes													
(1) (460) Washington St	City of Petersl	0	9700	G	96%	1%	1%	1%	1%	0%	F	0.096	F		11000	G
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	18000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
	To-	123	-9029 Sout	h St												
Bus (1) (460) Washington St	City of Petersl	burg 0.27	10000	G	96%	1%	1%	1%	1%	0%	С	0.093	F		11000	G
1 460 Washington St	Combined Traffic Estimates for 2 Paralle	-									F		-			_
	Combined Trainic Estimates for 2 Paralle	Roadways on this Route.	20000	G	96%	1%	1%	1%	1%	0%	Г	NA			22000	G
Bus	Ta- From:	(	Guarantee S	t												
(1) (460) Washington St	City of Petersl	burg 0.24	10000	G	96%	1%	1%	1%	1%	0%	F	0.094	F		11000	G
	Combined Traffic Estimates for 2 Paralle	Roadwavs on this Route:	20000	G	96%	1%	1%	1%	1%	0%	F	NA			22000	G
	To:	BUS US 46														
~ <u> </u>	From:	SR 36; Bus U	S 460 Par V	Vashingt	on St											
(1)(36) Market St	City of Peters	burg 0.38	3500	G	98%	1%	1%	0%	0%	0%	С	0.099	F	0.508	3800	G
	Tor		36 Grove A													
C C Old St	City of Dotorol		36; Market	St	98%	1%	1%	00/	00/	00/	F	0.007	F	0.747	2000	_
(1) (36) Old St	City of Petersl		3500		98%	1%	1%	0%	0%	0%	г	0.087	г	0.747	3800	G
	From:	i	Sycamore S Old St	ı												
Sycamore St	City of Petersl	burg 0.04	3800	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.771	4100	G
36 Sycamore St	To:	- C	ollingbrook		0070	.,,		0,0	0,0	0,0	•	0.000	•	0		•
	From:		Sycamore S													
Bollingbrook St	City of Petersl	burg 0.10	3000	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.777	3300	G
	To:	US 1	, US 301 21	nd St												
	From:	W	CL Petersbi	ırg												
(36) Fleet St	City of Petersl		9900	G	99%	0%	1%	0%	0%	0%	С	0.1	F	0.523	10000	G
90)	To:	· · · · ·	Grove Ave									-				_
	From:		Fleet St													
(36) Grove Ave	City of Petersl	burg 0.54	3100	G	97%	1%	1%	0%	0%	0%	С	0.096	F	0.628	3300	G
$\overline{}$	To:	US	l Par, Mark	et St												
	From:		US 1													_
(36) ( ] Market St	City of Petersl	burg 0.38	3500	G	98%	1%	1%	0%	0%	0%	С	0.099	F	0.508	3800	G
	To- From:	US 1 Par; BUS	US 460 Par	, Washir	gton St											
(36) Market St	City of Petersl	burg 0.11	3800	G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.632	3900	G
	To-	US 1 Bi	ıs US 460 V	Vythe St												
Bus	From:	,														_
(36) (1) (460) Wythe St	City of Petersl	burg 0.20	10000	G	97%	1%	1%	1%	1%	0%	F	0.094	F		11000	G
	To-	ALT U	S 301 Sycar	more St												
ALT Bus Wytho St	City of Petersl	burg 0.20	13000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		14000	G
36 1 301 460 Wythe St	City of Petersi	•									•		Г			
	Combined Traffic Estimates for 2 Paralle	Koadways on this Route:	28000	G	96%	1%	2%	1%	1%	0%	F	NA			31000	G
Bus	To: From:		Bus US 460	)	•											
(36) (460) Wythe St	City of Petersl	burg 0.20	16000	G	97%	1%	1%	0%	1%	0%	С	0.093	F		17000	G
(30) (400) 7 5.	Combined Traffic Estimates for 2 Paralle	•		G	95%	1%	2%	1%	2%	0%	F	NA	•		35000	G
	To:	Todaways on this Mule.	I-85, I-95		33 /0	1 /0		1 /0	2/0	0 /0	'	1 11/7			33000	J
			1-05, 1-75													

### 2006 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

Jurisdiction	n Length	4 4 5 7					Tru				K		Dir		
	og	AADI	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
From:		I-85, I-95				27 000	0171710	TTTU	Ziiaii		1 40101		1 40101		
City of Petersh	ourg 0.30	10000	G	97%	1%	1%	0%	1%	0%	F	0.08	F		11000	G
Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	23000	G	95%	1%	2%	1%	2%	0%	F	NA			25000	G
To:			Rd												
From:										_					_
,	0									F					G
Combined Traffic Estimates for 2 Paralle					0%	1%	0%	1%	0%	F	0.083	F	0.595	23000	G
10: From:		-													
City of Patersh					0%	10/-	0%	10/	0%	F	0.086	F	0.531	25000	G
City of 1 etersi				31 /0	070	1 70	070	1 /0	076	'	0.000	'	0.551	23000	J
To: From:															
City of Petersh	<u> </u>			97%	0%	1%	0%	1%	0%	F	0.082	F	0.542	16000	G
To:	Prince C	George Cour	nty Line												
From:															
City of Petersh				98%	1%	1%	0%	0%	0%	F	0.087	F	0.747	3800	G
To:			t												
City of Determine	0.04		_	000/	40/	10/	00/	00/	00/	_	0.005	_	0.771	4400	G
City of Peterst				96%	170	1%	0%	0%	0%	Г	0.065	Г	0.771	4100	G
From															
City of Petersh		•	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.777	3300	G
To:	U		nd St				- 7.		-,-				• • • • • • • • • • • • • • • • • • • •		_
From	US	S 1 Par, 2nd	St												
ok St City of Petersk	ourg 0.08	3800	G	97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4200	G
То:	US 1, A		3rd St												
From:	0.45			070/	20/		00/	407	00/	_		_		1000	_
•										-	-				G
Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	5600	G	97%	1%	1%	0%	1%	0%	F	0.096	F		6100	G
To: From:		5th St													
City of Petersh	ourg 0.23	3400	G	97%	0%	1%	0%	1%	0%	С	0.098	F	0.845	3700	G
Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	5800	G	97%	1%	1%	0%	1%	0%	С	0.099	F		6300	G
То:		Crater Rd													
From:										_		_			_
· · · · · · · · · · · · · · · · · · ·	J									•		F			G
Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	6800	G	97%	1%	1%	0%	1%	0%	F	NA			7400	G
To: From:	US 3	301 Par, Bar	ık St												
City of Petersh	ourg 0.18	4100	G	96%	1%	1%	0%	0%	0%	F	0.097	F	0.556	4500	G
To:	IJS 301 R	US US 460	Crater R	?d											
From:L City of Petersh					0%	1%	0%	1%	0%	F	0.095	F		12000	G
•	•									, F		•			G
To-I	Troadways of this route.		J	31 /0	U /0	1 /0	U /0	1 /0	U /0	r	INA			Z <del>7</del> 000	G
	City of Peters Combined Traffic Estimates for 2 Paralle  To: Front: City of Peters City of Peters City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters  City of Peters	City of Petersburg   O.43	City of Petersburg	City of Petersburg	City of Petersburg	No.   No.	South Crater Rd	South Crater Rd	City of Petersburg	Third   US 301_ Bus US 460 Crater Rd   US 301_ Bus US 460 Cr	South Center Ref	South Criticis Ref	Substitute   Sub	South Clater Ref	Sept   Sept

### 2006 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

		City	of Petersl	ourg												
Davida	Landa alta da	a Lawrette	AADT		4T'	6		Trι	ıck		- 00	K	<u> </u>	Dir	A A)A/DT	- 014
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QVV
	From:		Burch St													
(36) Washington St	City of Peters	burg 0.25	11000	G	97%	0%	1%	0%	1%	0%	F	0.095	F		12000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	21000	G	97%	0%	1%	0%	1%	0%	F	0.083	F	0.595	23000	G
	To:		Wythe St; Ar				TÎ.	-,-								_
North	From:	S	CL Petersbur	ro												
(85) (460)	City of Petersburg (		27000	G	81%	1%	1%	1%	16%	1%	F	0.086	F		26000	G
65 (460)	Combined Traffic Estimates for 2 Paralle	,		G	81%	1%	1%	1%	16%	1%	F	NA	•		50000	G
	- I				0170	170		170	1070	170	•	147 (			00000	Ŭ
North	From:	Squ	irrel Level R	load												
85) (460)	City of Petersburg (	(Maint: 26) 2.57	31000	G	81%	1%	1%	1%	16%	1%	F	0.087	F		29000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	58000	G	81%	1%	1%	1%	16%	1%	F	0.078	F	0.53	53000	G
	To:	,	I-95													
South	From:	Sc	CL Petersbur	ro												
85) (460)	City of Petersburg (		26000	G	81%	1%	1%	1%	16%	1%	F	0.086	F		24000	G
03) (400)	Combined Traffic Estimates for 2 Paralle	,		G	81%	1%	1%	1%	16%	1%	F	NA			50000	G
	- I				0170	170		170	1070	170	•	147 (			00000	·
South	From:	Squ	irrel Level R	load												
85) (460)	City of Petersburg (	(Maint: 26) 2.72	27000	G	81%	1%	1%	1%	16%	1%	F	0.088	F		25000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	58000	G	81%	1%	1%	1%	16%	1%	F	0.078	F	0.53	53000	G
	To:		I-95													
North	From:		Rives Rd													
95)	City of Petersburg (	(Maint: 74) 1.15	15000	G	83%	1%	1%	0%	15%	0%	F	0.076	F		13000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	31000	G	83%	1%	1%	1%	15%	0%	F	0.075	F	0.558	27000	G
	To-	<u> </u>	Wagner Rd													
North	From:															
95)	City of Petersburg (	(Maint: 74) 2.79	21000	G	83%	1%	1%	0%	15%	0%	F	0.079	F		18000	G
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	40000	G	83%	1%	1%	0%	15%	0%	F	0.079	F	0.505	35000	G
1 4	To	U	S 460 West	St			$\neg$ $\vdash$									
North	City of Deterobuse (	(Maint: 74) 0.50	24,000	NI	83%	40/	10/	00/	450/	00/	N.I	0.070	N		10000	N
95	City of Petersburg (	` '	21000	N		1%	1%	0%	15%	0%	N	0.079	IN		18000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	40000	N	83%	1%	1%	0%	15%	0%	N	NA			35000	N
North	To: From:		I-85													
95)	City of Petersburg (	(Maint: 26) 0.44	42000	G	89%	1%	1%	1%	8%	0%	F	0.08	F		42000	G
95)	Combined Traffic Estimates for 2 Paralle	,		G	89%	1%	1%	1%	8%	0%	F	0.077	F	0.532	80000	G
	- I					170	- 170	170	070	070	•	0.011	•	0.002	00000	Ŭ
North	From:	US 301, Bus	s US 460 Wa	ashingto	n St											
95)	City of Petersburg (	(Maint: 26) 0.64	53000	G	89%	1%	1%	1%	8%	0%	F	0.078	F		53000	G
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	<u>101</u> 000	G	89%	1%	1%	1%	8%	0%	F	0.079	F	0.512	101000	G
	To:		Colonial He	ights												
South	From	So	CL Petersbur	rg												
	City of Petersburg (		13000	Ğ	83%	1%	1%	1%	15%	0%	F	0.078	F		11000	G
95)	Oity of 1 clorobarg (	(141011111. 1 1)					1 / 0									
95	Combined Traffic Estimates for 2 Paralle			G	83%	1%	1%	1%	15%	0%	F	NA	•		22000	G

		Ony	of Petersi	oui q				Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q١
South	From:		Rives Rd				ZAXIE	STAXIE	IIIali	ZIIali		racioi		racioi		
95)	City of Petersburg (	(Maint: 74) 1.22	16000	G	83%	1%	1%	1%	15%	0%	F	0.081	F		14000	C
95)	Combined Traffic Estimates for 2 Paralle			G	83%	1%	1%	1%	15%	0%	E	0.075	F	0.558	27000	(
	Combined Trainic Estimates for 2 Farane				0376	1 /0	1 /0	1 /0	15 /6	0 /0		0.073	-	0.556	27000	,
outh	To: From:		Wagner Rd													
95)	City of Petersburg (	(Maint: 74) 2.29	20000	G	83%	1%	1%	1%	15%	0%	F	0.08	F		17000	(
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	40000	G	83%	1%	1%	0%	15%	0%	F	0.079	F	0.505	35000	(
	To-	US 460 Cour	nty Rd; US 3	01 Crate	er Rd											
outh	City of Petersburg (				83%	1%	1%	1%	15%	00/	NI	0.08	N		17000	
95	, , , , , , , , , , , , , , , , , , ,	,	20000	N						0%	N		IN			
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:		N	83%	1%	1%	0%	15%	0%	N	NA			35000	l
outh	To- From:		I-85													
95)	City of Petersburg (	(Maint: 26) 0.66	39000	G	89%	1%	1%	1%	8%	0%	F	0.075	F		39000	(
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	81000	G	89%	1%	1%	1%	8%	0%	F	0.077	F	0.532	80000	(
	Ta-	US 301, Bus	: US 460 W:	ashinoto	n St											
outh	From:					407	40/	407	00/	00/	_	0.00	_		47000	
95)	City of Petersburg (	•	48000	G	89%	1%	1%	1%	8%	0%	F _	0.08	F		47000	
	Combined Traffic Estimates for 2 Paralle			G	89%	1%	1%	1%	8%	0%	F	0.079	F	0.512	101000	
	10.		Colonial He													
Carrette arra a Dal	City of Datara		460 County		050/	00/	40/	40/	20/	00/	F	0.404	_	0.500	0000	
Courthouse Rd	City of Peters		7300 CL Petersbu	G	95%	0%	1%	1%	3%	0%	F	0.104	F	0.508	8000	
				_												
L Calcamid CO Dat	City of Datara		460 County		000/	00/	00/	00/	00/	00/	0	0.444	_	0.000	7000	
09 Hickory Hill Rd	City of Peters	burg 0.88	7200	G	99%	0%	0%	0%	0%	0%	С	0.111	г	0.803	7800	
	To: From:		CL Petersbu													
09) Hickory Hill Rd	City of Peters		7200	N	99%	0%	0%	0%	0%	0%	Ν	0.111	Ν	0.803	7800	
	To	Dead End; Fort Lee 1	Military Res	ervation	, Mahone A	Αv										
	From:		CL Petersbu													
Boydton Plank Rd	City of Peters	burg 0.16	2900	G	96%	0%	1%	1%	1%	0%	F	0.101	F	0.63	3200	
	To- From:		Dupuy Rd													
42 Boydton Plank Rd	City of Peters	burg 1.24	2800	G	96%	0%	1%	1%	1%	0%	С	0.104	F	0.642	3000	
	To-	Rt	604 Halifax	Rd												
42) Halifax Rd	City of Peters		5400	G	96%	0%	1%	1%	1%	0%	F	0.087	F	0.532	5900	
72)	To:		CSX RR													
	From:	SC	CL Petersbu	rg												
O1 Crater Rd	City of Peters		8000	G	98%	0%	1%	0%	0%	0%	С	0.101	F	0.596	8700	
\$ <u>.</u>																
O1 Crater Rd	From: City of Peters	burg 0.90	Rives Rd 9300	G	98%	0%	1%	0%	0%	0%	С	0.102	F	0.546	10000	
01 Crater Nu	City of Felers			<u> </u>	30 /0	U /0	1 /0	U /0	U /0	U /0	C	0.102	Г	0.540	10000	
~	Ta- From:		Wagner Rd													
O1 Crater Rd	City of Peters	burg 0.43	21000	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.500	23000	
	To:		Flank Rd													

### 2006 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

								Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
	From:		Flank Rd													
Crater Rd	City of Petersh	ourg 0.87	22000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.523	24000	(
	To:		S 301 Sycar	nore St												
301 Crater Rd	From: L City of Petersb		15000	G	98%	0%	1%	0%	0%	0%	С	0.089	F	0.537	16000	
301)	To [								-,-		_		-			
301 Crater Rd	City of Petersb	ourg 0.73	South Blvd 21000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.52	23000	
301 Orace No	Only of 1 cicros				3070	070	170	070	070	070	•	0.004	'	0.02	23000	
Bus	To- From:	I-9	5, Bus US 4	60												
301 (460 Crater Rd	City of Petersburg (I	Maint: 26) 0.09	11000	N	96%	1%	1%	0%	0%	0%	Ν	0.084	Ν	0.525	12000	
~~~ <u></u>	To:	,	IS 460 Par, V													
Bus	From:		ce Jurisdicti			40/	40/	00/	007	00/	_	0.004	F	0.505	40000	
301 460 Crater Rd	City of Petersh	ourg 0.98	11000	G	96%	1%	1%	0%	0%	0%	С	0.084	г	0.525	12000	
Bus	To: From:	SR 36, E	Bus US 460 V	Wythe S	t											
301 460 Crater Rd	City of Petersh	ourg 0.10	7600	G	96%	1%	1%	0%	0%	0%	F	0.083	F	0.538	8300	
501)(\$0)	To	SR 36 Par, Bus	LIC 460 Dor	Washin	oton St											
301 (36) Crater Rd	From: L City of Petersb	, , , , , , , , , , , , , , , , , , ,	4100 Fai.	G	96%	1%	1%	0%	0%	0%	F	0.097	F	0.556	4500	
36 Crater Rd	- F	3			0070	170		070	070	070	•	0.007	•	0.000	1000	
Crotor Pd	From: City of Petersb		301 Par, Bar 3100	ık St G	97%	0%	1%	0%	1%	0%	_	0.094	F		3400	
301 36 Crater Rd	Combined Traffic Estimates for 2 Parallel	O .		G							F		Г			
	To:	•	6800 ollingbrook		97%	1%	1%	0%	1%	0%	Г	NA			7400	
	From:		Crater Rd													
301 36 Bollingbrook St	City of Petersh	ourg 0.23	3400	G	97%	0%	1%	0%	1%	0%	С	0.098	F	0.845	3700	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	5800	G	97%	1%	1%	0%	1%	0%	С	0.099	F		6300	
	Tas		5th St				<u> </u>									
301 36 Bollingbrook St	City of Petersh	ourg 0.15	3600	G	97%	0%	1%	0%	1%	0%	F	0.1	F		4000	
301)	Combined Traffic Estimates for 2 Parallel	I Roadways on this Route:	5600	G	97%	1%	1%	0%	1%	0%	F	0.096	F		6100	
	То:	•	3rd St													
ALT	From:		ALT US 301								_		_			
(301) (301) (36) Bollingb	rook St City of Petersk		3800	G	97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4200	
* * * •	From:	U	S 1 Par, 2nd N RT 1	St												
301 1 2nd Street	L City of Petersb	oura 0.35	13000	F	99%	0%	0%	0%	0%	0%	F	0.111	F	0.694	13000	
	To:		Colonial He	eights								-				
	From:	113	S 301 Crater	St				_		_		_				
301 (36) Bank St	City of Petersb		2300	G	96%	1%	1%	1%	1%	0%	С	0.1	F		2600	
\$.7 P	Combined Traffic Estimates for 2 Parallel	-	5800	G	97%	1%	1%	0%	1%	0%	С	0.099	F		6300	
	To	,	5th St	_							-					
301 (36) Bank St	From: L City of Peterst	ourg 0.15	2000	G	96%	1%	1%	1%	1%	0%	F	0.097	F	·	2100	
301 36 Bank St	Combined Traffic Estimates for 2 Parallel	-	5600	G	97%	1%	1%	0%	1%	0%	F	0.096	F		6100	
	To To Table	i Noauways on this Noute.	3rd St	3	JI /0	1 /0	1 /0	U /0	1 /0	U /0	r	0.080	Г		0100	

2006 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

		City Of Pe					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	- QV
ALT	From:	3rd	St												
301 $\left(1\right)\left(301\right)\left(36\right)$ Bank St	City of Petersburg	0.09 19	00 G	96%	1%	1%	1%	1%	0%	F	0.095	F		2100	G
	Combined Traffic Estimates for 2 Parallel Roadway			97%	1%	1%	0%	1%	0%	F	NA			6200	G
	To:	ALT US 301	Par, 2nd St												
ALT	From:	US 301 C										_			
Sycamore St	City of Petersburg	0.30 86 0	00 G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.538	9400	G
ALT	To: From:	South	Blvd												
Sycamore St	City of Petersburg	0.95 62 0	00 G	98%	1%	1%	0%	0%	0%	С	0.090	F	0.536	6800	G
~	To- From:	North	Blvd												
ALT 301 Sycamore St	City of Petersburg	0.42 94	00 G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.625	10000	
01)	To	Graha													
ALT O	From:			2001	407	401	00/	201	00/	_	0.004	_	0.544	40000	,
Sycamore St	City of Petersburg	0.56 110		98%	1%	1%	0%	0%	0%	F	0.084	F	0.541	12000	C
ALT Bus	From:	US 1 W US													
301) (1) (460) (36) Wythe St	City of Petersburg	0.20 130		97%	1%	1%	1%	1%	0%	F	0.088	F		14000	(
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 280		96%	1%	2%	1%	1%	0%	F	NA			31000	(
	To	Bus US 460	Jefferson St												
LT	From:	Bus US 460													
$\binom{1}{01}$ Jefferson St	City of Petersburg	0.09 31 0	00 G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.756	3400	(
ALT	To: From:	Bus US 460 Par,	Washington	St											
301 1 Jefferson St	City of Petersburg	0.26 66	0 G	97%	1%	1%	1%	1%	0%	F	0.104	F	0.734	720	(
\sim	To:	Henr	v St												
ALT Out Out of	From:			070/	407	40/	40/	40/	00/	_	0.404	_		000	,
301 1 3rd Street	City of Petersburg	0.05 35	0 G	97%	1%	1%	1%	1%	0%	F	0.131	F		380	(
LT	To: From:	US 301 Pa	r, Bank St												
301 1 3rd Street	City of Petersburg	0.05 36	0 G	97%	1%	1%	1%	1%	0%	F	0.102	F		390	(
	To	US 301 Boll	ingbrook St												
ALT ~~~ ~~	From:	US 1, ALT U													
(301)(301)(1)(36) Bollingbro	ok St City of Petersburg	0.08 38		97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4200	(
	To	US	801												
LT	From:	US 1 W	ythe St												
Sycamore St	City of Petersburg	0.09 67 0	00 G	98%	0%	1%	0%	1%	0%	F	0.090	F	0.576	7300	(
	To:	Bus US 460 V													
LT Bus Bus	From:	Bus US								_		_			
(36) (460) (36) Washingt		0.09 150		95%	1%	2%	1%	1%	0%	F	0.079	F		17000	(
~ ~ ~ ~	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 280	00 G	96%	1%	2%	1%	1%	0%	F	NA			31000	(
ALT	To- From:	Bus US 460 W	ashington St												
ACI 301 Adams St	City of Petersburg	0.06 72	00 G	98%	0%	1%	0%	1%	0%	F	0.090	F	0.642	7800	

2006 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

		City	of Petersk	ourq												
Route	Jurisdiction	n Lenath	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	ΩW
Route	Julisticiloi	Longin	7701	QД	41110	Dus	2Axle	e 3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
ALT	From:		Franklin St													
(301) Adams St	City of Petersh	ourg 0.16	7700	F	98%	0%	1%	0%	1%	0%	С	0.088	F	0.625	8300	F
	To:		Henry St													
	From:	S	CL Petersbur	g												
(460) (85)	City of Petersburg (I	Maint: 26) 1.01				See I-8	35 for di	irectional t	traffic vo	olume es	timate	s for this	segn	nent.		
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	54000	G	81%	1%	1%	1%	16%	1%	F	NA			50000	G
	To:	Son	rrel Level R	oad												
(460) (85)	City of Petersburg (I		irer De ver re	ouu		See I-8	35 for di	rectional t	traffic vo	olume es	timate	s for this	sean	nent.		
400 (65)	Combined Traffic Estimates for 2 Parallel	,	58000	G	81%	1%	1%		16%	1%	F	0.078	F	0.53	53000	G
	To:	Troddways of this frodic.	I-85 S		0170	170		170	10 70	170	•	0.070	•	0.00	00000	Ü
	From	Maintenan	ce Jurisdictio	on Chan	ige											
(460) County Dr	City of Petersh	ourg 2.64	9800	Α	87%	1%	1%	2%	9%	0%	С	0.096	Α	0.516	10000	Α
	To:	SD 10	06 Courthous	o Dd												
(460) County Dr	From: L City of Petersb		13000	G	87%	1%	1%	2%	9%	0%	F	0.088	F	0.556	14000	G
460) County 21	To:	•	CL Petersbur	-	01.70	170		270	070	070	•	0.000	•	0.000	1 1000	Ū
Due	From:															
Bus 460 1 Washington St	City of Petersb		CL Petersbu 13000	rg G	98%	0%	1%	1%	1%	0%	F	0.09	F	0.569	14000	G
460 Washington St	City of Feterst	ourg 0.40	13000	•	90 /6	076	1 /0	1 /0	1 /0	0 /6	-	0.09	-	0.509	14000	G
Bus	To: From:		Summit St													
460 1 Washington St	City of Petersh	ourg 0.18	14000	G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.556	14000	G
	Tec		El C													
Bus	From:		Elm St													
460 1 Washington St	City of Petersh	_ •	16000	G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.506	17000	G
<u></u>	To:		1 Par; Wythe													
Bus	From:	US 1 Par, Was				40/	40/	40/	40/	00/	_	0.000	F		0500	0
460 1 Wythe St	City of Petersh	0	8700	G	97%	1%	1%	1%	1%	0%	C	0.082	F		9500	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	18000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
Bus	To: From:		Perry St													
460 1 Wythe St	City of Petersh	oura 0.15	9800	G	97%	1%	1%	1%	1%	0%	F	0.088	F		11000	G
460) (1) 11)4110 81	Combined Traffic Estimates for 2 Parallel	0		G	96%	1%	1%	1%	1%	0%	F	NA	·		22000	G
	- F				3070	1 70	170	170	170	070	•	INA			22000	J
Bus	To: From:	SF	36 Market	St												
(460) (1) (36) Wythe St	City of Petersh	ourg 0.20	10000	G	97%	1%	1%	1%	1%	0%	F	0.094	F		11000	G
	To:	AI T I	S 301 Sycan	nore St												
Bus	From:							_		_		_			·	
(460) (1) (301) (36) Wythe Si	•	O .	13000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		14000	G
\rightarrow \sim \sim	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	G	96%	1%	2%	1%	1%	0%	F	NA			31000	G
	To	US	1 Jefferson	St			<u> </u>									
Bus 460 36 Wythe St	City of Petersh		16000	G	97%	1%	10/	00/	10/	00/	С	0.093	F		17000	G
(460) (36) Wythe St	•	•					1%	0%	1%	0%	_		г			_
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	95%	1%	2%	1%	2%	0%	F	NA			35000	G
	10:		I-85, I-95													

2006 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

			of Petersi					Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	Q١
Bus	From:		I-85, I-95					0 17 18 18				. 4010.		- 4010.		—
60 (36) Wythe St	City of Peters	burg 0.30	10000	G	97%	1%	1%	0%	1%	0%	F	0.08	F		11000	(
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	23000	G	95%	1%	2%	1%	2%	0%	F	NA			25000	(
	To:		US 301 Cra													
Bus	From:		US 301 Wy		000/	40/		00/	00/	00/	_	0.004	_	0.505	40000	
60 301 Crater Rd	City of Peters		11000	G	96%	1%	1%	0%	0%	0%	С	0.084	F	0.525	12000	
us	From:	I-95; BUS U	ce Jurisdicti				-									
60 (301) Crater Rd	City of Petersburg (11000	N	96%	1%	1%	0%	0%	0%	N	0.084	Ν	0.525	12000	
30)(301)	To:	,	301 Crater						-,-	-,-				****		
IS	From:		the St Batter		ρ.											_
Washington St	City of Peters		9800	G	96%	1%	1%	1%	1%	0%	F	0.101	F		11000	
30) () · · · · · · · · · · · · · · · · ·	Combined Traffic Estimates for 2 Paralle	•	18000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	
	Tollow Traine Estimates for 2 Farance				0070	170		170	170	070	•				20000	
IS	From:		s-9025 West													
§0 } ⟨ ↑ ⟩ Washington St	City of Peters	burg 0.40	9700	G	96%	1%	1%	1%	1%	0%	F	0.096	F		11000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	18000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	
	To- From:	123	-9029 South	ı St			\neg \vdash									
us 50 1 Washington St	City of Peters	bura 0.27	10000	G	96%	1%	1%	1%	1%	0%	С	0.093	F		11000	
Washington St	Combined Traffic Estimates for 2 Paralle	•	20000	G	96%	1%	1%	1%	1%	0%	F	NA	'		22000	
	Combined Hamic Estimates for 2 Farance				90 /6	1 /0	1 /0	1 /0	1 /0	076		INA			22000	
ıs	To: From:	(Guarantee St	t												_
Washington St	City of Peters	burg 0.24	10000	G	96%	1%	1%	1%	1%	0%	F	0.094	F		11000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	20000	G	96%	1%	1%	1%	1%	0%	F	NA			22000	
	To:		orth Market													
US Washington Ct	From:		r; SR 36 Ma		050/	40/	20/	40/	40/	00/	_	0.000	_		42000	
Washington St	City of Peters	•	12000	G	95%	1%	2%	1%	1%	0%	С	0.083	F		13000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	22000	G	96%	1%	2%	1%	1%	0%	F	NA			24000	
ıs ALT	To: From:	ALT US	301 Par, Syc	camore S	t											_
301 (36) Washington St	City of Peters	burg 0.09	15000	G	95%	1%	2%	1%	1%	0%	F	0.079	F		17000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	28000	G	96%	1%	2%	1%	1%	0%	F	NA			31000	
	To:	ALTIS	301 Par, A	dame St												
us ALT	From:		,								_		_			
(301) (36) Washington St	City of Peters	•	15000	G	95%	1%	2%	1%	1%	0%	F	0.084	F		16000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	28000	G	96%	1%	2%	1%	1%	0%	F	NA			30000	
 S	To: From:	US	1 Jefferson	St												_
\sim	City of Peters	bura 0.24	16000	G	94%	1%	2%	1%	2%	0%	F	0.083	F		17000	
0 36 Washington St	Combined Traffic Estimates for 2 Paralle	· ·	32000	G	95%	1%	2%	1%	2%	0%	F	NA	•		35000	
	I	I Todawayo on this Motio.			5575	1 /0		170	270	0 /0	•	14/1			00000	
<u>s</u>	To- From:		I-95													_
(36) Washington St	City of Peters	burg 0.24	13000	G	94%	1%	2%	1%	2%	0%	С	0.088	F		14000	
\sim	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	23000	G	95%	1%	2%	1%	2%	0%	F	NA			25000	
	To	US	301 Crater	Rd												

2006 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus 460 301 Crater Rd	City of Petersburg	US 0.10	301 Crater 7600	Rd G	96%	1%	1%	0%	0%	0%	F	0.083	F	0.538	8300	G
Bus	To- From:	SR 36, B	US US 460	Wythe S	t											
(460)(301) Crater Rd	City of Petersburg	0.98	11000	G	96%	1%	1%	0%	0%	0%	С	0.084	F	0.525	12000	G
-	To- From:	Maintenan			ge											
Bus (460) Winfield Rd	City of Petersburg	0.43	301 Crater 1400	G	96%	1%	1%	1%	2%	0%	С	0.087	F	0.971	1500	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	1400	G								NA			NA	
Bus	To: From:	State Ma	intenance I	Boundary												
(460) Winfield Rd	City of Petersburg (Maint: 26)	0.09	1400	G	96%	1%	1%	1%	2%	0%	С	0.087	F	0.971	1500	G
ر به ا	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	1400	G								NA			NA	
	To:	US	460 County	Rd												

Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From	1			D. J.F. J									
F329)	0.17	NA				Dead End				NA			NA		
F329)	· · · ·	To				74-1102				Ti.					
		From				Dead End				i					
F330)	2.93	NA								NA			NA		
\cup		To				FR-331									
		From				Dead End									
F331)	0.78	NA								NA			NA		
		To:				Dead End									
O v . 5.		From	<u> </u>			SCL Petersburg; 2	26-675				_				
3 Vaughn Rd	0.64	1100 To:	G			122 0012 Helife	D.d			0.092	F	0.654	1200	G	2006
			1			123-9013 Halifa									
Walla Dd	0.44	From:	<u> </u>	040/	00/	Halifax Rd		00/	-	0.005	_	0.500	4200	0	2006
4 Wells Rd	0.41	3900 _{To:}	G	91%	0%	1% 1% Squirrel Level	7%	0%	С	0.085	F	0.509	4300	G	2006
		From	1				Ku								
9002) Halifax Rd	0.18	6100	G	98%	0%	CSX RR 1% 0%	0%	0%	F	0.087	F	0.531	6700	G	2006
9002) Halifax Rd	0.10	0100		JU /0	0 /0				'	0.007	'	0.001	0700	J	2000
Halifay St	0.50	From:	<u> </u>	000/	00/	Patterson St		00/		0.000		0.552	E000	C	2000
9002 Halifax St	0.58	4600	G	98%	0%	1% 0%	0%	0%	F	0.089	F	0.553	5000	G	2006
		From				Baylors Lane				_}	_			_	
9002) Halifax St	0.19	5300	G	98%	0%	1% 0%	0%	0%	F	0.088	F	0.533	5800	G	2006
<u> </u>		To- From:				Virginia Ave	e			\Box					
9002) Halifax St	0.37	7800	G	98%	0%	1% 0%	0%	0%	F	0.088	F	0.612	8500	G	2006
$\overline{}$		To				Lee Ave									
9002) Halifax St	0.29	7700	G	98%	0%	1% 0%	0%	0%	F	0.087	F	0.532	8400	G	2006
\cup		To				Liberty St									
9002) Halifax St	0.28	8500	G	98%	0%	1% 0%	0%	0%	С	0.086	F	0.551	9300	G	2006
		To													
9002) Union St	0.12	3800	G	96%	1%	US 1, US 460 W W 2% 0%	ythe St 0%	0%	С	0.093	F	0.887	4200	G	2006
9002) Union St	0.12	-		3070						0.000	•	0.007	4200	Ü	2000
O Haina Ct	0.47	From	<u> </u>	000/		1, US 460 W Wasl				0.400		0.500	0400		2000
9002 Union St	0.17	2000 To:	G	90%	2%	8% 0%	0%	0%	С	0.108	F	0.502	2100	G	2006
		From				W Tabb St									
9004) Defense Rd	0.47	2000	G	97%	1%	Boydton Plank 1% 1%	0%	0%	С	0.109	F	0.633	2200	G	2006
9004) Deletise Ru	0.47	2000		9170	170	170 170	U70	070	C	0.109	Г	0.033	2200	G	2000
<u> </u>		From				-									
\ Dofonoo Dr						Squirrel Level					_			_	
9004 Defense Dr	1.77	3400	G	98%	1%	Squirrel Level 1% 0%	Rd 0%	0%	F	0.093	F	0.505	3700	G	2006
	1.77	To. From:		98%	1%		0%	0%			F	0.505	3700	G	2006
	0.92	To	G G	98%	1% 1%	1% 0%	0%	0%	F	0.093	F	0.505	3700 9300	G G	
		To. From:				1% 0% Johnson Rd 1% 0%	0%								
9004) South Boulevard		To. From:				1% 0% Johnson Rd	0%								2006
9004) South Boulevard	0.92	8500 From: 8500 To. From: From	G	98%	1%	1% 0% Johnson Rd 1% 0% S. Sycamore S 1% 0%	0% 0% St	0%	С	0.093	F	0.549	9300	G	2006
9004) South Boulevard 9004) South Boulevard	0.92	8500 To From: 5500 To From: Fr	G	98%	1%	1% 0% Johnson Rd 1% 0% S. Sycamore S	0% 0% St	0%	С	0.093	F	0.549	9300	G	2006
9004) South Boulevard 9004) South Boulevard	0.92	8500 From: 8500 To. From: From	G G G	98%	1%	1% 0% Johnson Rd 1% 0% S. Sycamore S 1% 0% Crater Rd	0% 0% St 0% 0%	0%	C F	0.093	F	0.549	9300	G G	2006
9004) South Boulevard 9004) South Boulevard	0.92	8500 From 5500 To From 2100	G G G	98%	1%	1% 0% Johnson Rd 1% 0% S. Sycamore S 1% 0% Crater Rd 1% 0% Anderson St	0% 0% St 0% 0%	0%	C F	0.093	F	0.549	9300	G G	2006
South Boulevard South Boulevard South Boulevard South Boulevard	0.92	8500 To From 2100 To From From From From From From From Fro	G G G	98%	1%	1% 0% Johnson Rd 1% 0% S. Sycamore 5 1% 0% Crater Rd 1% 0% Anderson St Halifax Rd	0% 0% St 0% 0%	0%	C F	0.093 0.098 0.088	F	0.549 0.591 0.612	9300	G G	2006
South Boulevard South Boulevard South Boulevard South Boulevard	0.92 0.18 0.72	8500 To From 5500 To From 7100 To T	G G G	98% 98% 98%	1% 1% 1%	1% 0% Johnson Rd 1% 0% S. Sycamore S 1% 0% Crater Rd 1% 0% Anderson St Halifax Rd 1% 0%	0% 0% 0% 0% 0% 0%	0% 0% 0%	C F	0.093	F F	0.549	9300 6000 2300	G G G	2006 2006 2006
South Boulevard South Boulevard South Boulevard Flank Rd	0.92 0.18 0.72	5500 From 5500 To 2100 To Prom 1700	G G G G	98% 98% 98%	1%	1% 0% Johnson Rd 1% 0% S. Sycamore S 1% 0% Crater Rd 1% 0% Anderson St Halifax Rd 1% 0% Johnson Rd	0% 0% 0% 0% 0% 0% 0%	0%	C F F	0.093 0.098 0.088 0.094	F F F	0.549 0.591 0.612 0.575	9300 6000 2300	G G G	2006 2006 2006
South Boulevard South Boulevard South Boulevard Flank Rd	0.92 0.18 0.72	8500 To From 2100 To From From From From From From From Fro	G G G	98% 98% 98%	1% 1% 1%	1% 0% Johnson Rd 1% 0% S. Sycamore 5 1% 0% Crater Rd 1% 0% Anderson St Halifax Rd 1% 0% Johnson Rd 1% 0%	0% 0% 0% 0% 0% 0% 0%	0% 0% 0%	C F	0.093 0.098 0.088	F F	0.549 0.591 0.612	9300 6000 2300	G G G	2006 2006 2006
9004 South Boulevard 9004 South Boulevard 9004 South Boulevard 9006 Flank Rd 9006 Flank Rd	0.92 0.18 0.72 0.96	5500 From 5500 To From 1700 To From 3100	G G G G	98% 98% 98% 99%	1% 1% 1% 0%	1% 0% Johnson Rd 1% 0% S. Sycamore S 1% 0% Crater Rd 1% 0% Anderson St Halifax Rd 1% 0% Johnson Rd 1% 0% Birdsong Rd	0% 0% 0% 0% 0% 0% 0%	0% 0% 0% 0%	C F C	0.093 0.098 0.088 0.094	F F F	0.549 0.591 0.612 0.575 0.582	9300 6000 2300 1900 3400	G G G G	2006 2006 2006 2006
9004) South Boulevard 9004) South Boulevard 9004) South Boulevard 9006) Flank Rd 9006) Flank Rd	0.92 0.18 0.72	5500 From 5500 To 2100 To Prom 1700	G G G G	98% 98% 98%	1%	1% 0% Johnson Rd 1% 0% S. Sycamore 5 1% 0% Crater Rd 1% 0% Anderson St Halifax Rd 1% 0% Johnson Rd 1% 0%	0% 0% 0% 0% 0% 0% 0%	0%	C F F	0.093 0.098 0.088 0.094	F F F	0.549 0.591 0.612 0.575	9300 6000 2300	G G G	2006 2006 2006 2006
9004) South Boulevard 9004) South Boulevard 9004) South Boulevard 9006) Flank Rd 9006) Flank Rd 9006) Flank Rd	0.92 0.18 0.72 0.96 0.47	5500 From 5500 To From 1700 1700 1700 2800	G G G G G	98% 98% 98% 99% 99%	1% 1% 1% 0% 0%	1% 0% Johnson Rd 1% 0% S. Sycamore S 1% 0% Crater Rd 1% 0% Anderson St Halifax Rd 1% 0% Johnson Rd 1% 0% Birdsong Rd 1% 0% Fort Hayes D	0% 0% 0% 0% 0% 0% 0% 0% 0 00 00 00 00 00	0% 0% 0% 0%	C F F F	0.093 0.098 0.088 0.094 0.111	F F F F	0.549 0.591 0.612 0.575 0.582 0.602	9300 6000 2300 1900 3400 3000	G G G G	2006 2006 2006 2006 2006
9004 South Boulevard 9004 South Boulevard 9004 South Boulevard 9006 Flank Rd 9006 Flank Rd	0.92 0.18 0.72 0.96	5500 5500 To From 1700 To 3100 To 2800	G G G G	98% 98% 98% 99%	1% 1% 1% 0%	1% 0% Johnson Rd 1% 0% S. Sycamore S 1% 0% Crater Rd 1% 0% Anderson St Halifax Rd 1% 0% Johnson Rd 1% 0% Birdsong Rd 1% 0%	0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	0% 0% 0% 0%	C F C	0.093 0.098 0.088 0.094	F F F	0.549 0.591 0.612 0.575 0.582	9300 6000 2300 1900 3400	G G G G	2006 2006 2006 2006 2006
9004) South Boulevard 9004) South Boulevard 9006) Flank Rd 9006) Flank Rd 9006) Flank Rd	0.92 0.18 0.72 0.96 0.47	5500 From 5500 To From 1700 1700 1700 2800	G G G G G	98% 98% 98% 99% 99%	1% 1% 1% 0% 0%	1% 0% Johnson Rd 1% 0% S. Sycamore S 1% 0% Crater Rd 1% 0% Anderson St Halifax Rd 1% 0% Johnson Rd 1% 0% Birdsong Rd 1% 0% Fort Hayes D	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	0% 0% 0% 0%	C F F F	0.093 0.098 0.088 0.094 0.111	F F F F	0.549 0.591 0.612 0.575 0.582 0.602	9300 6000 2300 1900 3400 3000	G G G G	2006 2006 2006 2006 2006 2006 2006

						City Oi	Petersb	urg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From				110.20	1 C Ct	D.1			-1					
9008 Rives Rd	0.55	6500	G	99%	0%	0%	1 S Crater 1 0%	0%	0%	С	0.106	F	0.508	7100	G	2006
9008) Rives Rd	0.27	5500 From	G	98%	0%	0%	I- 95 0%	1%	0%	С	0.109	F	0.507	6000	G	2006
<u> </u>		To	1			ECL	Petersburg	3								
9009 Dupuy Rd	1.24	430	G	96%	1%	SR 142 B 3%	oydton Pla 0%	nk Rd 0%	0%	F	0.105	F	0.510	470	G	2006
Dupuy St	0.58	2000	G	96%	1%	3%	Grigg St 0%	0%	0%	F	0.083	F	0.55	2200	G	2006
<u> </u>		From					oungs Rd									
9009 Farmer St	0.86	3400	G	96%	1%	3%	0%	0%	0%	С	0.086	F	0.526	3700	G	2006
9009) Farmer St	0.47	2800 From	G	96%	1%	S. 3%	South St 0%	0%	0%	F	0.086	F	0.534	3100	G	2006
<u> </u>		To				Н	alifax St									
9010) Wagner Rd	0.73	15000	G	98%	0%	1%	Crater Rd 0%	1%	0%	С	0.088	F	0.546	16000	G	2006
<u> </u>		From	1				I-95 I -95									
9010) Wagner Rd	1.60	10000 Te	G	94%	1%	1%	1% ounty Dr	4%	0%	С	0.087	F	0.561	11000	G	2006
		From					Petersburg	r			<u> </u>					
Squirrel Level Rd	0.82	820	G	99%	0%	1%	0%	0%	0%	С	0.109	F	0.656	890	G	2006
9011) Squirrel Level Rd	0.25	4800	G	92%	0%	1%	Vells Rd 1%	5%	0%	С	0.087	F	0.54	5200	G	2006
9011) Squirrel Level	0.20	6900 From	G	97%	1%	Ran 1%	np To I- 85 0%	0%	0%	F	0.087	F	0.511	7600	G	2006
		To From				Boyd	ton Plank R	?d								
9011) Young Rd	0.55	4000	G	97%	1%	1%	0% /alor Dr	0%	0%	F	0.086	F	0.513	4400	G	2006
9011) Young Rd	0.59	2700 From	G	97%	1%	1%	0%	0%	0%	С	0.095	F	0.507	2900	G	2006
301)		To	0				009 Dupuy	Rd								
		From	:			,	West St									
9012 Lee Ave	0.56	2500 _{To}	G	97%	2%	1%	0%	0%	0%	С	0.090	F	0.531	2800	G	2006
9012 Porterville St	0.15	1200	G	99%	0%	0%	alifax St 0%	0%	0%	F	0.090	F	0.588	1300	G	2006
<u> </u>		From					arding St									
9012) New St	0.18	1100 To	G	99%	0%	0%	0%	0%	0%	С	0.090	F	0.641	1200	G	2006
		From					arrison St New St									
9012) Harrison St	0.03	880	G	99%	0%	0%	0%	0%	0%	F	0.091	F		960	G	2006
		To	:			C	orling St									
Caulina Ct	0.00	From	<u> </u>	000/	00/		arrison St	00/	00/		0.000	_		400	_	2000
Corling St	0.09	400	G -	99%	0%	0% S. S	0% ycamore St	0%	0%	F	0.093	F		430	G	2006
9012) Graham Rd	0.83	5800 From	G	99%	0%	0%	0%	0%	0%	F	0.08	F	0.549	6300	G	2006
9012) Graham Rd	0.14	10000	G	99%	0%	Ram 0%	p From I-9: 0%	5 0%	0%	С	0.087	F	0.802	11000	G	2006
9012) Granam Rd	0.14	To		JJ 70	U /0		Crater Rd	U /0	U /0	U	0.007	P.	0.002	11000	J	2000
		From									l I					
9013 Halifax Rd	1.79	2500	G	92%	0%	1%	Petersburg	6%	0%	С	0.087	F	0.547	2700	G	2006
9013) Halifax Rd	0.98	470 From	G	98%	0%	1%	Vells Rd 0%	1%	0%	С	0.1	F	0.531	520	G	2006
\bigcirc		To				Boyd	ton Plank R	Rd								

Route City of Petersburg (9015) Johnson Rd	Length	AADT	QA	4Tire	Puo	Tru	ick			K	01/	Dir	A A14/DT		
O 5.					Bus	2Axle 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
9015) Johnson Rd		E								-					
(9015) JUHISUH KU	0.01	2500	G	99%	0%	SCL Petersburg	0%	0%	F	 0.125	F	0.562	2800	G	2006
	0.01	2300		99 /0	0 /6		0 /6	076		0.123		0.302	2000	G	2000
O Johnson Pd	0.54	1100	G	99%	0%	Flank Rd 1% 0%	0%	00/	С	0 101	F	0.600	1200	G	2006
9015 Johnson Rd	0.54	1100		99 76	0 /6		0 /6	0%	C	0.101		0.608	1200	G	2006
O Johnson Pd	1 20	5200	G	99%	0%	Birdsong Rd 1% 0%	0%	0%	F	0.126	F	0.576	5700	G	2006
9015 Johnson Rd	1.39	3200		99 76	0 /6		0 /6	0 /6	Г	0.120		0.576	5700	G	2000
O Johnson Pd	0.46	5800	G	99%	0%	South Blvd	0%	0%	F	0.083	F	0.540	6200	G	2006
9015 Johnson Rd	0.46	3000		99 76	0 /6	1% 0%	0 /0	0 /6	Г	0.003		0.549	6300	G	2000
9015) Johnson Rd	0.27	From:	G	99%	0%	North Blvd 1% 0%	0%	0%	F	0.097	F	0.562	4500	G	2006
Johnson Rd	0.37	4100		9976	0%		076	0%	Г	0.087	Г	0.563	4500	G	2000
O High David Ct	0.00	From	<u> </u>	000/	00/	St Luke St	00/	00/		0.007	_	0.500	4400		2000
9015 High Pearl St	0.20	3800	G	99%	0%	1% 0%	0%	0%	F	0.087	F	0.522	4100	G	2006
	0.00	From:	<u> </u>	070/	407	Virginia Ave	201	201			_	0.500	0000		2222
9015 High Pearl St	0.08	2600 To:	G	97%	1%	2% 0% ST Matthew St	0%	0%	F	0.093	F	0.508	2900	G	2006
		From				ST Matthews St	:								
9015) Harding St	0.22	1400	G	97%	1%	2% 0%	0%	0%	С	0.091	F	0.631	1600	G	2006
$\overline{}$		To: From:				Porterville St									
9015) Harding St	0.27	810	G	97%	1%	PortersvilleSt 2% 0%	0%	0%	F	0.099	F		890	G	2006
9015 Harding St	0.21	To		31 /0	1 /0	Halifax St	0 70	070	'	0.033	'		090	O	2000
		From				SCL Petersburg									
9017) Birdsong Rd	0.62	480	G	98%	1%	1% 0%	0%	0%	С	0.117	F	0.530	520	G	2006
		To				Johnson Rd									
		From	:			W Washington S	t								
9021) N Sycamore St	0.18	3900	G	97%	1%	2% 0%	0%	0%	F	0.097	F	0.605	4300	G	2006
		To: From:				W Tabb St				— —					
9021) N Sycamore St	0.15	2900 From	G	97%	1%	2% 0%	0%	0%	С	0.102	F	0.557	3100	G	2006
\cup		To				Bollingbrook St									
		From				Johnson Rd									
9023 North Blvd	0.57	3200	G	98%	1%	1% 0%	0%	0%	С	0.087	F	0.588	3500	G	2006
		To				S Sycamore St									
○ \(\(\) \(\	0.00	From	<u> </u>	050/	407	Gates Lane	201	201			_		070	_	0000
9025 Virginia Ave	0.22	610	G	95%	4%	2% 0%	0%	0%	С	0.139	F		670	G	2006
<u> </u>		From				Harding Street					_				
9025) Virginia Ave	0.32	2100	G	95%	4%	2% 0%	0%	0%	F	0.09	F	0.53	2300	G	2006
<u> </u>		From				Halifax Street				\Box					
9025 Young Ave	0.20	2400	G	98%	1%	1% 0%	0%	0%	С	0.088	F	0.524	2600	G	2006
<u> </u>		From				Arlington Street									
9025 Young Ave	0.11	3000	G	98%	1%	1% 0%	0%	0%	F	0.089	F	0.510	3300	G	2006
<u> </u>		To- From:			,	West Street Young Av	venue			_					
9025) S West St	0.28	3600	G	98%	1%	1% 0%	0%	0%	F	0.088	F	0.508	3900	G	2006
<u> </u>		To: From:				Augusta Avenue	;								
9025) S West St	0.23	4100	G	98%	1%	1% 0%	0%	0%	F	0.096	F	0.548	4500	G	2006
$\overline{}$		To:				Farmer St				\Box					
9025) S West St	0.14	3800	G	98%	1%	1% 0%	0%	0%	F	0.093	F	0.507	4100	G	2006
$\overline{}$		To:	-			W Wythe St				\neg —					
9025) S West St	0.07	3000 From:	G	98%	1%	1% 0%	0%	0%	F	0.1	F	0.534	3300	G	2006
$\overline{}$		To				W Washington S	t								
		From				Halifax St									
9027 S West St	0.63	2100	G	98%	0%	1% 0%	0%	0%	С	0.086	F	0.528	2300	G	2006
<u> </u>		To	<u> </u>			Young Ave									
		From:				Lee Ave					_				
9029 S. South St	0.36	2800 To:	G	99%	1%	0% 0% US 1 Wythe St	0%	0%	С	0.081	F	0.504	3100	G	2006
9025) S West St 9025) S West St	0.14	3800 To From 3000 To From From To From To From To	G G	98%	1%	Farmer St 1% 0% W Wythe St 1% 0% W Washington S Halifax St	0% 0% t	0%	F	0.093	F	0.507	4100 3300	G G	2

S. South St							Oity of 1 otoroot									
S. South St	Route	Length	AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
S. South St	City of Petersburg		From				TIC 1 W. d. C.									
No South St 0.20 7300 G 99% 0% 0% 0% 0% 0% 0% 0	S. South St	0.09			99%	0%		0%	0%	F	0.085	F	0.584	4800	G	2006
N. South St 0.20 7300 G 99% 0% 0% 0% 0% 0% 0% F 0.044 F 0.547 7900 G 2006	9029	0.00	To	_								•	0.00.			
High St 0.02 970 G 999% 0% 0% 0% 0% 0% 0%	9029 N. South St	0.20		G	99%	0%		0%	0%	F	0.094	F	0.547	7900	G	2006
High St																
Canal St	High St	0.02		<u></u>	00%	09/		0%	Ω0/:		0.003	_	0.510	1100	G	2006
Canal St 0.20 7000 G 99% 0% 0% 0% 0% 0% 0% 0	9029 Fight St	0.02		_	9970	0%		076	0%	Г	0.092	г	0.519	1100	G	2006
Symbol St 0.40 750 G 98% 1% 2% 0% 0% 0% 0% 0% 0 0%			From													
	(9029) Canal St	0.20			99%	0%		0%	0%	С	0.092	F	0.549	7700	G	2006
Byrne St				<u> </u>												
S. Market St	Durno St	0.40			000/	10/		00/	00/		0.109	_		920	C	2006
S. Market St 0.12 2300 G 88% 1% 2% 0% 0% 0% 0% F 0.092 F 0.625 2500 G 2006	9031) Byrrie St	0.40			90%	170		076	076		0.108	г		020	G	2006
1000 1000			From													
Second St Seco	9031) S. Market St	0.12			98%	1%		0%	0%	F	0.092	F	0.625	2500	G	2006
Apollo St O.14 1600 G 99% O% 17% O% O% O% O% O% F O.096 F O.597 1700 G 2006	<u> </u>						Wythe St									
Section Sect	A = a a O	0.44			000/	00/		00/	00/			_	0.507	4700	0	0000
Apollo St Apol	(9033) Apollo St	0.14			99%	0%		0%	0%	٢	0.096	F	0.597	1700	G	2006
E			From													
	9033) Jefferson St	0.58	3000	G	99%	0%	1% 0%	0%	0%	С	0.094	F	0.571	3200	G	2006
Market St Mark	\bigcirc															
N Adiams St	Henry St	0.04		F	99%	0%		0%	0%	F	0.109	F	0.6	660	F	2006
908) Puddledock Rd	9033) 1101117 01	0.01			0070	070		070	070			•	0.0	000	•	2000
Puddledock Rd			From				E Washington S	t								
Camal St	9038) Puddledock Rd	0.40	4700	G	91%	1%			0%	С	0.09	F	0.533	5200	G	2006
George High St	\bigcirc		To	:			ECL Petersburg									
N Market St	O														_	
1	9046 High St	0.58			98%	1%		0%	0%	С	0.116	F	0.661	1100	G	2006
Q046 W Bank St Q14 Q200 G 98% 1% 1% 0% 0% 0% F 0.108 F Q400 G Q006																
9046 E Bank St 0.11 3000 G 99% 0% 1% 0% 0% 0% C 0.1 F 3300 G 2006	9046) W Bank St	0.14	2200	G	98%	1%		0%	0%	F	0.108	F		2400	G	2006
9046 E Bank St 0.11 3000 G 99% 0% 1% 0% 0% 0% C 0.1 F 3300 G 2006	\bigcup		To	-			N Sycamore St				<u> </u>					
9046) Bank St 0.25 2800 G 96% 1% 2% 1% 1% 0% C 0.104 F 0.507 3000 G 2006 9046) Bank St 0.21 3000 G 96% 1% 2% 1% 1% 0% F 0.104 F 0.561 3300 G 2006 10040 Bank St 0.21 3000 G 96% 1% 2% 1% 1% 0% F 0.104 F 0.561 3300 G 2006 1005	9046) E Bank St	0.11		G	99%	0%		0%	0%	С	0.1	F		3300	G	2006
9046) Bank St 0.25 2800 G 96% 1% 2% 1% 1% 0% 0% C 0.104 F 0.507 3000 G 2006 9046) Bank St 0.21 3000 G 96% 1% 2% 1% 1% 0% 0% F 0.104 F 0.561 3300 G 2006 9048) W Tabb St 0.09 1400 G 98% 1% 1% 1% 0% 0% 0% F 0.128 F 0.662 1500 G 2006 9048) W Tabb St 0.06 1800 G 98% 1% 1% 1% 0% 0% 0% F 0.112 F 0.622 2000 G 2006 9048) E Tabb St 0.12 1200 G 98% 1% 1% 1% 0% 0% 0% 0% C 0.124 F 0.535 1300 G 2006 9049) E Tabb St 0.65 1800 G 98% 1% 1% 1% 0% 0% 0% 0% C 0.124 F 0.535 1300 G 2006 9053) Baylors Ln 0.65 1800 G 98% 1% 1% 1% 0% 0% 0% 0% C 0.113 F 0.597 2000 G 2006 9056) Madison St 0.05 1700 G 96% 1% 1% 1% 1% 0% 0% F 0.091 F 0.914 1900 G 2006	\bigcup															
Second	Rank St	0.25		<u> </u>	96%	1%			0%	C	0 104	F	0.507	3000	G	2006
9046 Bank St 0.21 3000 G 96% 1% 2% 1% 1% 0% F 0.104 F 0.561 3300 G 2006 SR 36 E Washington St	9046) Darik St	0.23	2000		30 /0	1 70		1 70	070		0.104	'	0.307	3000	J	2000
SR 36 E Washington St SR 3	Rank St	0.21	From		06%	10/_		10/_	0%	F	0.104	F	0.561	3300	G	2006
N Market St N Market S	9046) Barik Gt	0.21			30 /0	1 /0			070	'	0.10+	•	0.501	3300	J	2000
9048 W Tabb St 0.09 1400 G 98% 1% 1% 0% 0% 0% F 0.128 F 0.662 1500 G 2006 9048 W Tabb St 0.06 1800 G 98% 1% 1% 0% 0% 0% 0% F 0.112 F 0.622 2000 G 2006 9048 E Tabb St 0.12 1200 G 98% 1% 1% 0% 0% 0% 0% C 0.124 F 0.535 1300 G 2006 9055 Madison St 0.18 1500 G 96% 1% 1% 1% 1% 0% 0% F 0.091 F 0.914 1900 G 2006			From													
Second S	9048) W Tabb St	0.09	1400	G	98%	1%		0%	0%	F	0.128	F	0.662	1500	G	2006
9048) W Tabb St 0.06 1800 G 98% 1% 1% 1% 0% 0% 0% F 0.112 F 0.622 2000 G 2006 Sycamore St			To				Union St				— —					
9048) E Tabb St 0.12 1200 G 98% 1% 1% 1% 0% 0% 0% C 0.124 F 0.535 1300 G 2006 Secondary St	9048) W Tabb St	0.06	1800 From	G	98%	1%		0%	0%	F	0.112	F	0.622	2000	G	2006
9048 E Tabb St 0.12 1200 G 98% 1% 1% 0% 0% 0% C 0.124 F 0.535 1300 G 2006 N Adams St			To				N Sycamore St									
N Adams St	9048) E Tabb St	0.12		G	98%	1%		0%	0%	С	0.124	F	0.535	1300	G	2006
Baylors Ln 0.65 1800 G 98% 1% 1% 0% 0% 0% C 0.113 F 0.597 2000 G 2006 From E Washington St 1700 G 96% 1% 1% 1% 1% 0% F 0.091 F 0.914 1900 G 2006 From From Franklin St 1500 G 96% 1% 1% 1% 1% 1% 0% C 0.096 F 0.910 1600 G 2006			To	:			N Adams St									
Halifax St From: E Washington St			From				Defense Rd									
9055 Madison St 0.05 1700 G 96% 1% 1% 1% 1% 0% F 0.091 F 0.914 1900 G 2006 Front Franklin St	9053) Baylors Ln	0.65			98%	1%		0%	0%	С	0.113	F	0.597	2000	G	2006
9055) Madison St 0.05 1700 G 96% 1% 1% 1% 1% 0% F 0.091 F 0.914 1900 G 2006 Table Franklin St Franklin	<u> </u>															
Franklin St 0.18 1500 G 96% 1% 1% 1% 1% 0% C 0.096 F 0.910 1600 G 2006	<u> </u>	<u> </u>			000							_	0.00			
9055) Madison St 0.18 1500 G 96% 1% 1% 1% 1% 0% C 0.096 F 0.910 1600 G 2006	(9055) Madison St	0.05	1700	G	96%	1%	1% 1%	1%	0%	F	0.091	F	0.914	1900	G	2006
	<u> </u>		From									_				
	(9055) Madison St	0.18			96%	1%	1% 1% E Bank St	1%	0%	С	0.096	F	0.910	1600	G	2006

Route	Longth	AADT	ΟΛ	4Tiro	Ruc		Trι	ıck		QC	K	QK	Dir	AAWDT	OW/	Year
	Lengin	AADI	QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QVV	real
City of Petersburg		From				Е	Bank St									
9055) Madison St	0.07	890	G	96%	1%	1%	1%	1%	0%	F	0.105	F	0.835	970	G	2006
<u> </u>		From					ingbrook St	t								
9057) Fifth St	0.05	410	G			E	Bank St				0.112	F	0.697	440	G	2006
9057) 1 1111 31	0.00	т.				D ₀ 11;	ingbrook S						0.007	1.0		2000
9057) Fifth St	0.08	540 From	G	85%	4%	2%	4%	6%	0%	С	0.133	F	0.653	590	G	2006
3337)		To					River St									
$\overline{}$		From					Rd One-W									
₉₀₅₉ Flank Rd N	0.20	4100 To	G	98%	1%	1%	0%	0%	0%	С	0.095	F	0.673	4500	G	2006
		From	: :				S Crater I Wythe St	Ku								
9065) S Adams St	0.10	4500	G			Е	w yuie si				0.09	F	0.613	4900	G	2006
		To				E Wa	shington S	t								
		From					6Th St									
Accomack St		270	G				7771 G				0.12	F		290	G	2006
		From]				7Th St									
Cameron St		280	G			Old	Church St				0.1	F		310	G	2006
Cameron Ct		To				C	enter St				<u> </u>			0.0		
		From				Prince	George A	ve								
Culpeper Ave		340	G								0.106	F		370	G	2006
		To					nswick St									
Custer St		410	G			Ha	alifax Rd				0.092	F		450	G	2006
Ouster Of		To				I	ławk St				0.032	•		400	J	2000
		From				В	Susby St									
Darby Dr		240	G								0.138	F		270	G	2006
		To					alcun Dr									
Gordon Dr		270	G			D	ering Rd				0.099	F		290	G	2006
Gordon Di		Z/ U				ŀ	łoke Dr				0.033	'		290	J	2000
		From				V	alley Dr									
Homestead Dr		570	G								0.118	F		620	G	2006
		To	1				dland Rd									
Jefferson St		3300	G			Fi	lmore St				0.091	F		3600	G	2006
Jenerson St		3300 To				ST A	Andrews St	:			0.091	Г		3000	G	2006
		From					ling Street									
Kirkham Street		410	G				8				0.106	F	0.5	450	G	2006
		To				Ches	stnut Street									
Manth Bank Bo		From				N	ivram St				2444	_		1100		0000
North Park Dr		1000 To	G			R	etang Rd				0.111	F		1100	G	2006
		From					nestead Dr									
Oakmont Dr		90	G			11011	nesteda B1				0.141	F	0.571	100	G	2006
		To				Mi	dland Rd									
01101 10		From				Bolli	ingbrook S	t				_		-	_	
Old Church St		270	G			N.	Iiller St				0.103	F		290	G	2006
		From	i İ				loyd St				+					
Patterson Ave		910	G			Г	10yu St				0.163	F		1000	G	2006
		To				C	arver St									
		From				V	alor Dr									
Pleasants Ln		890	G								0.111	F		970	G	2006
		Te	<u> </u>			D	upuy Rd									

						0.17 0. 1 010.000.9							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trai	ററ	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Petersburg			_										
		From				Ash St							
Richmond Ave		720	G					0.096	F		790	G	2006
		To				Nash St							
		From				Valley St							
Rollingwood Rd		110	G					0.167	F		110	G	200
		To	:			Homestead Dr							
		From				Forest Hill Rd							
South Park Dr		1300	G					0.094	F		1400	G	200
		To				West Park Dr							
		From				High Pearl St							
St Matthew St		3600	G					0.099	F		3900	G	200
		То				Harding St							
		From				Custer St							
Talley Ave		590	G					0.292	F		650	G	200
*		To				Edmonds Ct							